

Message Text

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ACTION EUR-12

INFO OCT-01 ARA-06 ISO-00 CIAE-00 COME-00 DODE-00 DOTE-00

EB-08 FMC-01 INR-07 NSAE-00 SAL-01 CG-00 DLOS-06

OES-06 /048 W

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FM AMEMBASSY WARSAW

TO SECSTATE WASHDC 6148

INFO AMEMBASSY CARACAS

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PASS FMA AND FMC

E.O. 11652: N/A

TAGS: EWWT CSCE PL

SUBJ: POLISH REQUEST FOR EASING U.S. PORT CALL RESTRICTIONS

REF: 76 WARSAW A-398

1. SUMMARY. VICE MINISTER OF FOREIGN TRADE AND SHIPPING TADEUSZ ZYLKOWSKI REQUESTED DURING A MEETING WITH THE CHARGE ON DECEMBER 20 THAT THE ADVANCE NOTICE REQUIREMENT FOR CERTAIN POLISH VESSELS WISHING TO CALL AT U.S. PORTS BE REDUCED FROM FOUR TO TWO WORKING DAYS. ZYLKOWSKI SAID THIS CHANGE COULD BE LIMITED TO POLISH TANKERS CALLING IN THE U.S. FROM VENEZUELAN OR OTHER CARIBBEAN PORTS. HE SAID THE INCREASED OPERATION OF POLISH TANKERS ON THIS ROUTE WOULD BE IN THE COMMERCIAL INTERESTS OF BOTH COUNTRIES AND EMPHASIZED THE SAFETY RECORD OF THE MODERN POLISH TANKERS WHICH WOULD BE EMPLOYED. WE SHOULD PROVIDE AN OFFICIAL RESPONSE TO ZYLKOWSKI'S PROPOSAL. END SUMMARY.

2. THE CHARGE MET WITH VICE MINISTER OF FOREIGN TRADE AND SHIPPING TADEUSZ ZYLKOWSKI ON JANUARY 20 AT THE LATTER'S REQUEST. ZYLKOWSKI REFERRED TO TALKS HELD WITH FMC CHAIRMAN BAKKE LAST
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DECEMBER (REF) AND SAID HE WISHED TO CONTINUE DISCUSSIONS ON THE POSSIBILITY OF EASING U.S. PORT CALL RESTRICTIONS. THE VICE MINISTER SAID HE WAS MOVED TO RAISE THIS POINT AGAIN AFTER READING OF THE RECENT OIL SPILLS OFF THE U.S. EAST COAST. HE SAID IT WAS UNFORTUNATE THAT POLISH TANKERS, WITH WHAT HE DESCRIBED AS THE MOST MODERN SAFETY AND NAVIGATION EQUIPMENT AND TRAINING AVAILABLE, COULD NOT BETTER SERVE U.S. PORTS. (ZYL-

KOWSKI SAID THE TANKERS DO NOT HAVE DOUBLE HULLS, HOWEVER.) HE SAID POLISH VESSELS HAD BEEN UNABLE TO TAKE FULL ADVANTAGE OF OFFERS FROM U.S. FIRMS TO SHIP OIL FROM CARIBBEAN PORTS TO THE U.S. BECAUSE THE REQUIRED NOTICE OF 4 WORKING DAYS EXCEEDED THE USUAL STEAMING TIME OF AROUND TWO DAYS. HE DESCRIBED THIS AS THE MOST PROFITABLE TANKER ROUTE EXISTING AT THIS TIME AND SAID IT WOULD BE IN THE COMMERCIAL INTERESTS OF BOTH COUNTRIES TO EASE THIS RESTRICTION. IN RESPONSE TO THE CHARGE'S QUESTION, ZYLKOWSKI SAID HE WAS SEEKING REDUCTION OF THE NOTICE REQUIREMENT FROM FOUR TO TWO WORKING DAYS WITH REGARD ONLY TO POLISH TANKERS CALLING FROM VENEZUELAN AND CARIBBEAN PORTS.

3. THE VICE MINISTER SAID THE TANKER TRADE IS UNIQUE BECAUSE THE FINAL DESTINATION OF THE CARGO IS OFTEN NOT SPECIFIED UNTIL ONE OR TWO DAYS BEFORE ARRIVAL AT PORT. HE SAID CONTRACTS FROM THE CARIBBEAN PORTS FREQUENTLY LISTED FOUR OR FIVE POSSIBLE DESTINATIONS, WITH FINAL INSTRUCTION COMING ONLY AFTER THE VESSEL HAS DEPARTED WITH ITS CARGO. HE SAID THAT IN THE PAST, WHEN CALLS HAD BEEN MADE FROM CARIBBEAN PORTS, NOTIFICATION HAD BEEN SENT OUT OF NECESSITY TO ALL POSSIBLE DESTINATIONS, THEREBY INCREASING THE COAST GUARDS WORKLOAD.

4. THE CHARGE SAID HE COULD NOT PREDICT WHETHER THE RESPONSE TO THE VICE MINISTER'S REQUEST WOULD BE POSITIVE. PORT CALL REGULATIONS, THE CHARGE EXPLAINED, HAD BEEN FORMULATED WITHIN THE CONFINES OF SECURITY CONSIDERATIONS, AND IT WAS NOT CLEAR TO WHAT EXTENT THE LIMITED OFFICIAL USE

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POLISH COMMERCIAL CONCERN COULD BE ACCOMMODATED. HE SAID HE WOULD ASK FOR AN EARLY REPLY FROM WASHINGTON HOWEVER. ZYLKOWSKI SAID HE WAS READY TO MEET WITH U.S. AGENCIES IN WASHINGTON AT ANY TIME IN ORDER TO EXPLAIN THE REQUEST FURTHER.

5. THE CHARGE ASKED HOW MUCH NEW BUSINESS THE POLES MIGHT DO IF THIS REQUEST WERE ACTED ON FAVORABLY. ZYLKOWSKI SAID TWO POLISH TANKERS HAVE CALLED ON U.S. PORTS AFTER STOPS IN CARIBBEAN. THE 135,000-TON SOKALICZ FIRST CALLS AT REFINERIES IN ARUBA, WHERE 30,000 TONS ARE UNLOADED TO LOWER THE DRAFT OF THE VESSEL FOR ENTRANCE INTO THE PORT OF ST. JAMES ON THE MISSISSIPPI. THE 30,000-TON KATRY HAS ALSO CALLED ON U.S. PORTS FROM PUERTO CARDON IN VENEZUELA. ZYLKOWSKI SAID THAT WITH TWO WORKING DAYS NOTICE THESE VESSELS COULD POSSIBLY OPERATE ON A TURN-AROUND BASIS AND THAT NEW CONTRACTS MIGHT BE FORTHCOMING TO ALLOW OTHER POLISH TANKERS TO OPERATE ON THE ROUTE.

6. THE VICE MINISTER SAID CREW CHANGES WOULD BE MADE ON THESE TANKERS ONLY IN EVENT OF EMERGENCY AND THAT VISA ISSUANCE REQUIREMENTS WOULD BE STRICTLY FOLLOWED. (NOTE: REQUESTS FOR VISAS FOR CREWS OF NON-FISHING VESSELS MUST BE SUBMITTED SEVEN WORKING DAYS BEFORE DEPARTURE OF THE CREW.)

7. COMMENT: ZYLKOWSKI IS CLEARLY SEEKING A RESPONSE ONLY TO THIS REQUEST AND NOT TO HIS BROADER SUGGESTIONS FOR CHANGE (THE ADDITION OF OTHER PORTS OF CALL AND A REDUCTION OF THE FOUR WORKING DAY NOTICE REQUIREMENT FOR ALL POLISH VESSELS) WHICH HE MADE DURING THE VISIT OF CHAIRMAN BAKKE. IF WE CAN ACCOMMODATE THE POLISH REQUEST WITHIN THE CONSTRAINTS OF SECURITY CONSIDERATIONS, IT WOULD BE PROPITIOUS TO DO SO AT THIS TIME, SINCE WE ARE ENCOURAGING THE POLES TO TAKE STEPS TOWARD FURTHERING THE LIMITED OFFICIAL USE

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CSCE AGREEMENTS ON INCREASED EAST-WEST FLOW OF COMMERCE AND PERSONS. END COMMENT.
BROWN

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